

DOCUMENT A00803

# **DRAWINGS AND SKETCHES**

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# BOSTON– BRIDGE PRESERVATION, B–16–053 (4T3), BROOKLINE AVENUE OVER I–90 & RAILROAD

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**DISTRICT 6  
BRIDGE SECTION**

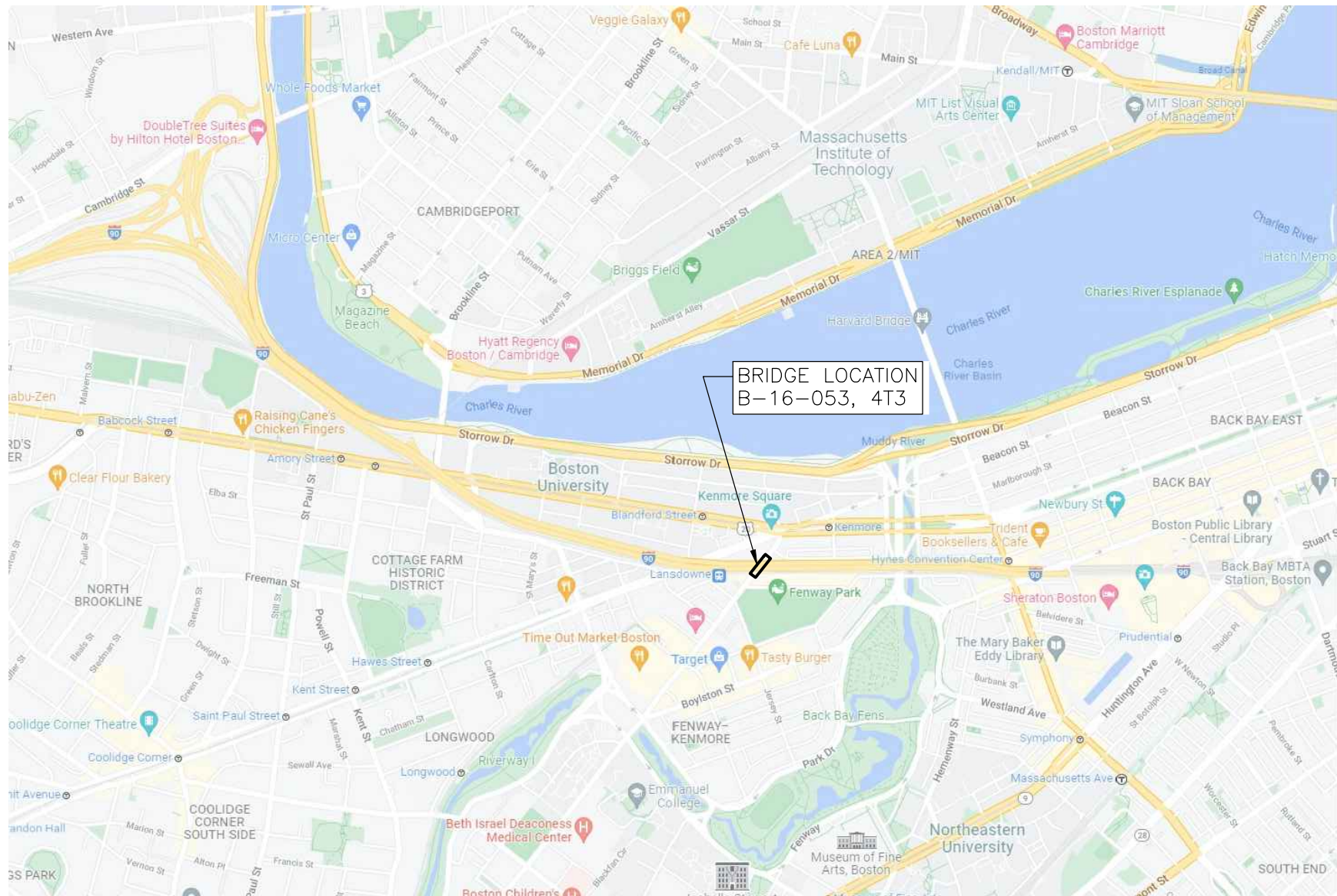
PROJECT: BOSTON– BRIDGE PRESERVATION,  
B–16–053 (4T3), BROOKLINE AVENUE  
OVER I–90 & RAILROAD

SUBJECT: TABLE OF CONTENTS

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## LOCUS MAP

SCALE: N.T.S.



PROJECT: BOSTON- BRIDGE PRESERVATION, B-16-053 (4T3), BROOKLINE AVENUE  
OVER I-90 & RAILROAD

SUBJECT: LOCUS

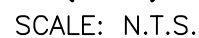
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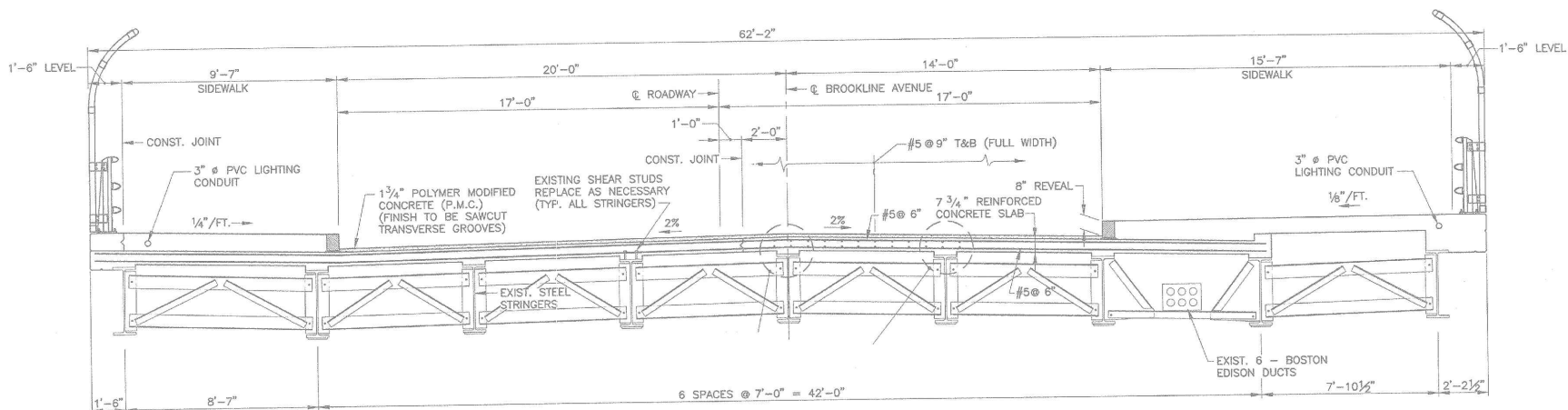
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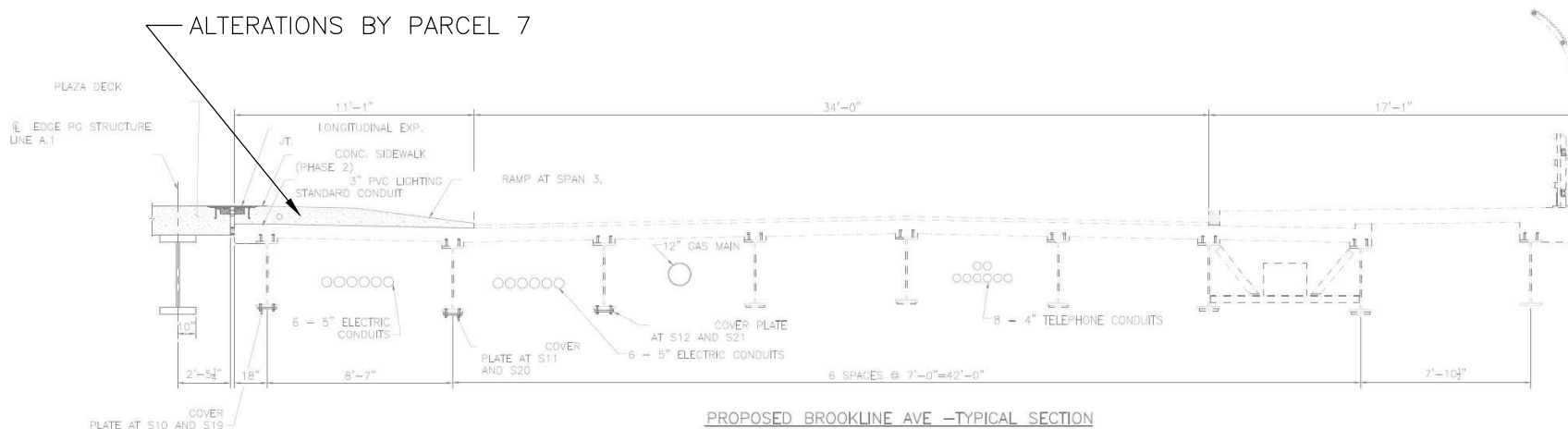
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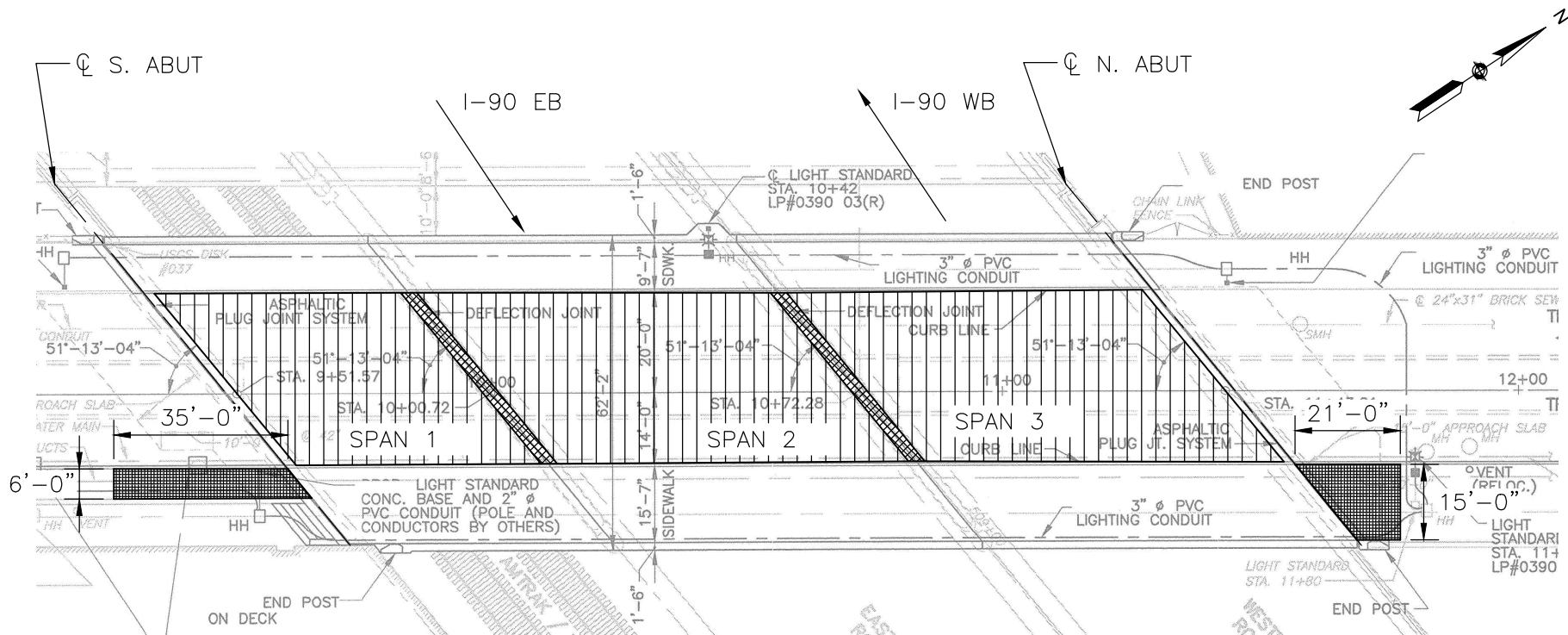
1997 DECK REPLACEMENT CROSS SECTION  
(FOR REFERENCE)






2021 PARCEL 7 STRUCTURE MODIFICATION CROSS SECTION  
(FOR REFERENCE)

## B-16-053 (4T3) EXISTING CROSS SECTION

SCALE: N.T.S.

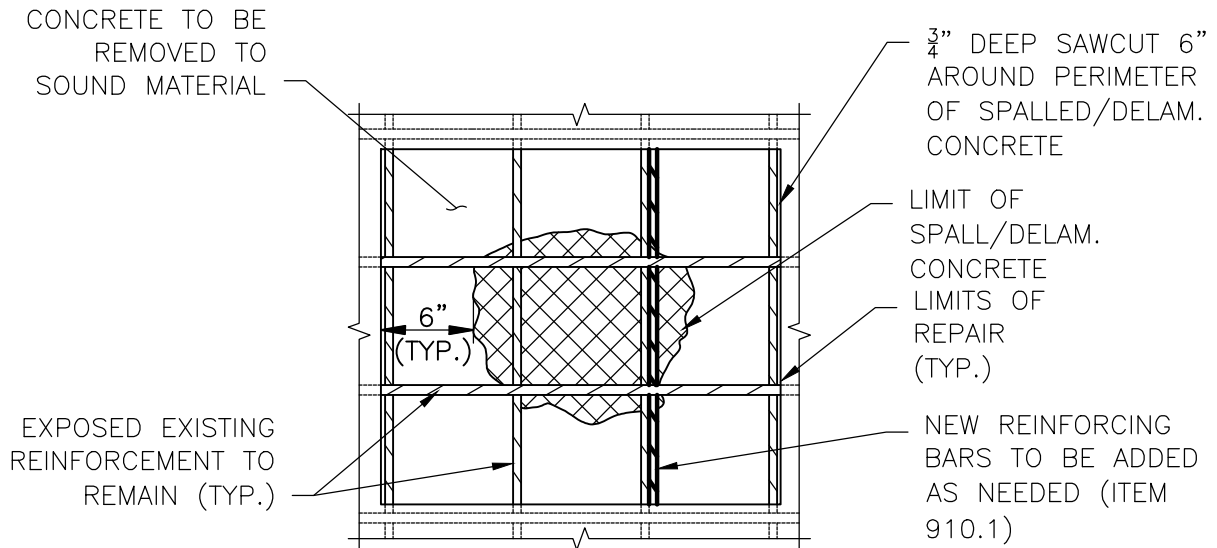


-  = AREAS OF APPROACH SIDEWALK REPLACEMENT, SEE NOTES AND DETAILS ON SHEET 8
-  = AREAS OF NEW ELASTOMERIC HEADER AND JOINT SEAL SEE DETAILS ON SHEETS 9-10
-  = AREAS WHERE PENETRATING EPOXY SEALER TREATMENT FOR BRIDGE DECKS TO BE APPLIED

NOTE: THE BRIDGE DECK AND EAST SIDEWALK SHALL RECEIVE PARTIAL DEPTH DECK REPAIRS AS NEEDED, SEE NOTES AND REPAIR DETAILS ON SHEETS 6-7

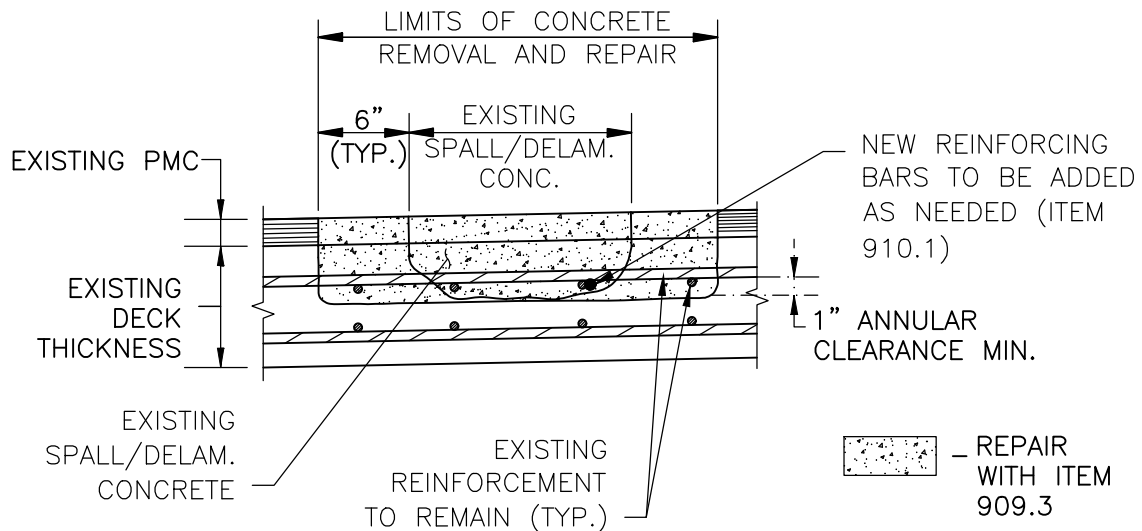
## B-16-053 (4T3) DECK REPAIR PLAN VIEW

SCALE: N.T.S.



**PLAN VIEW**

 - LIMITS OF SPALLED/DELAMINATED CONCRETE



**SECTION THRU REPAIR**

 - REPAIR WITH ITEM 909.3

**NOTE:**

PARTIAL DEPTH DECK REPAIR IS APPLICABLE UP TO 50% OF DECK THICKNESS. SEE REPAIR NOTES ON SHEET 07.

**PARTIAL DEPTH DECK REPAIR**

NTS



**DISTRICT 6  
BRIDGE SECTION**

PROJECT: BOSTON- BRIDGE PRESERVATION,  
B-16-053 (4T3), BROOKLINE AVENUE  
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SUBJECT: PARTIAL DEPTH DECK REPAIR DETAIL

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## CONCRETE REPAIR AND SURFACE PREPARATION NOTES:

1. EXTENT, LOCATION, AND REPAIR TYPE OF ALL CONCRETE REPAIRS TO BE FIELD VERIFIED AND APPROVED BY THE ENGINEER AFTER CONTRACTOR HAS SOUNDED AND MARKED OUT ALL REPAIR AREAS. REPAIR CONFIGURATIONS SHOULD BE KEPT AS SIMPLE AS POSSIBLE, PREFERABLY WITH SQUARE CORNERS.
2. SAW CUT ALONG NEAT LINES AROUND REPAIR AREA PRIOR TO CONCRETE EXCAVATION. USE SAW CUT DEPTH OF  $\frac{3}{4}$ " (REFER TO SPECIAL PROVISIONS).
3. REMOVE DETERIORATED AND DELAMINATED CONCRETE, UNDERCUT EXPOSED REINFORCING STEEL TO PROVIDE MINIMUM CLEARANCE AROUND BARS, REMOVE ADDITIONAL CONCRETE AS REQUIRED TO PROVIDE MINIMUM REQUIRED THICKNESS OF REPAIR MATERIAL. NOTE: FOR PARTIAL DEPTH REPAIR IN THE DECK, REPAIR USING RAPID SETTING LOW PERMEABILITY DECK REPAIR CONCRETE (ITEM 909.3). FOR PARTIAL DEPTH REPAIR IN THE EAST SIDEWALK, THE CONTRACTOR MAY USE RAPID SETTING DECK REPAIR CONCRETE (ITEM 909.5). SHALL BE PREPARED PER MANUFACTURER'S RECOMMENDATIONS BASED ON THE DEPTH OF THE REPAIR.
4. IF REINFORCING STEEL IS EXPOSED, CLEAN BY MECHANICAL CLEANING AND HIGH PRESSURE WASHING WITH WATER THAT CONTAINS NO DETERGENTS OR BOND INHIBITING CHEMICALS. WHERE ACTIVE CORROSION HAS OCCURRED THAT WOULD INHIBIT BONDING, ABRASIVE BLAST STEEL TO WHITE METAL FINISH.
5. AFTER EDGE PREPARATIONS AND EXCAVATION IS COMPLETE, REMOVE BOND INHIBITING MATERIALS (DIRT, GREASE, LOOSELY BONDED AGGREGATE, ETC.) BY ABRASIVE BLASTING OR HIGH PRESSURE WATER BLASTING WITH WATER THAT CONTAINS NO DETERGENTS OR BOND INHIBITING CHEMICALS. CHECK THE CONCRETE SURFACES AFTER CLEANING TO INSURE THAT SURFACE IS FREE FROM ADDITIONAL LOOSE AGGREGATE OR THAT ADDITIONAL DELAMINATIONS ARE NOT PRESENT.
6. THOROUGHLY PRE-WET CONCRETE REPAIR AREA PRIOR TO REPAIR CONCRETE PLACEMENT. SUBSTRATE SHALL BE SATURATED SURFACE DRY (SSD) WITH NO STANDING WATER AT TIME OF REPAIR CONCRETE PLACEMENT.
7. ONCE ALL REPAIRS HAVE BEEN DONE TO THE DECK AND PIER JOINTS, PENETRATING EPOXY SEALER TREATMENT FOR BRIDGE DECKS SHALL BE APPLIED, SEE THE SPECIAL PROVISIONS FOR THE SURFACE PREP, APPLICATION, ETC. THE LIMITS SHALL BE CURB TO CURB AND FROM THE BRIDGE SIDE OF THE SOUTH ABUTMENT PLUG JOINT TO THE BRIDGE SIDE OF THE NORTH ABUTMENT PLUG JOINT.



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BRIDGE SECTION**

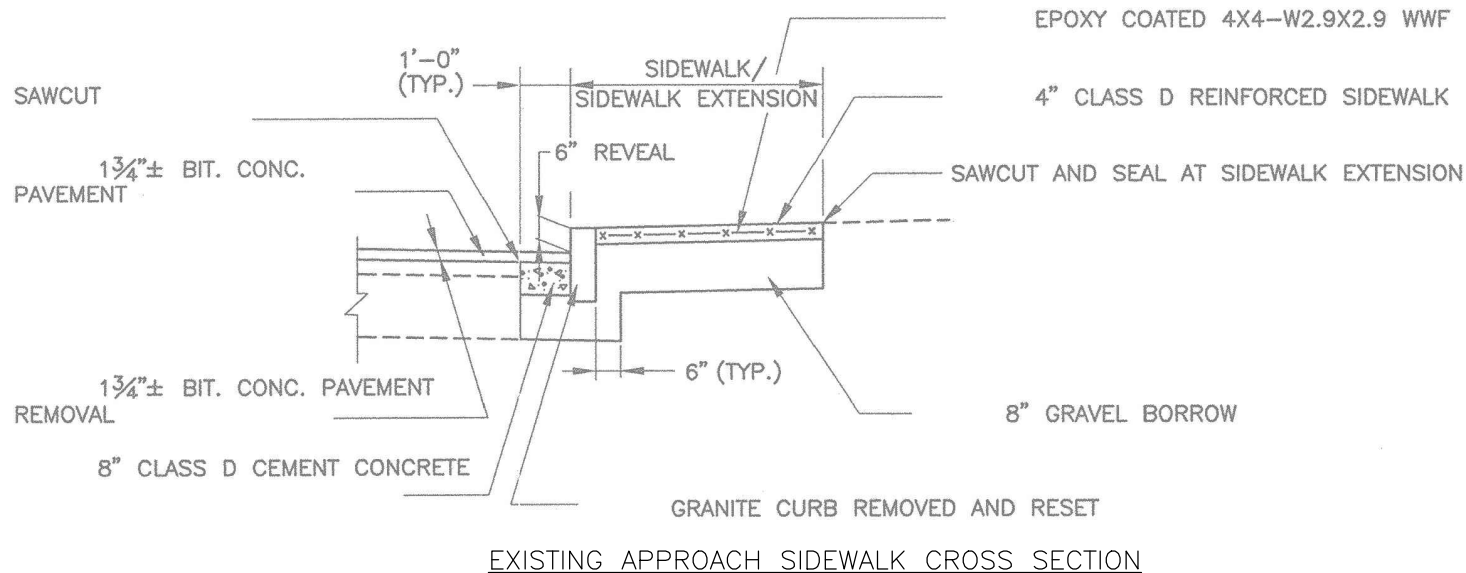
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SUBJECT: CONCRETE DECK REPAIR NOTES

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NOTES: THE EXISTING APPROACH SLABS ON THE EAST SIDE OF THE BRIDGE SHALL BE REPLACED IN KIND TO THE LIMITS SHOWN ON SHEET 05.

THE REMOVAL OF THE EXISTING SIDEWALK SHALL BE PAID FOR UNDER ITEM 127.1. THE PUT BACK SHALL BE PAID FOR WITH ITEMS 909.3 FOR CONCRETE AND 910.1 FOR REINFORCING STEEL.

THE REMOVAL AND REPLACEMENT OF THE GRAVEL BASE SHALL BE PAID FOR UNDER ITEMS 120.1 AND 151. RESPECTIVELY.

DUE TO THE HIGH VOLUME OF PEDESTRIAN TRAFFIC, THE SIDEWALK MUST BE REMOVED AND RESTORED WITH RAPID SETTING CONCRETE, IN ONE SHIFT.

### APPROACH SIDEWALK REPAIR DETAIL

SCALE: N.T.S.



**DISTRICT 6  
BRIDGE SECTION**

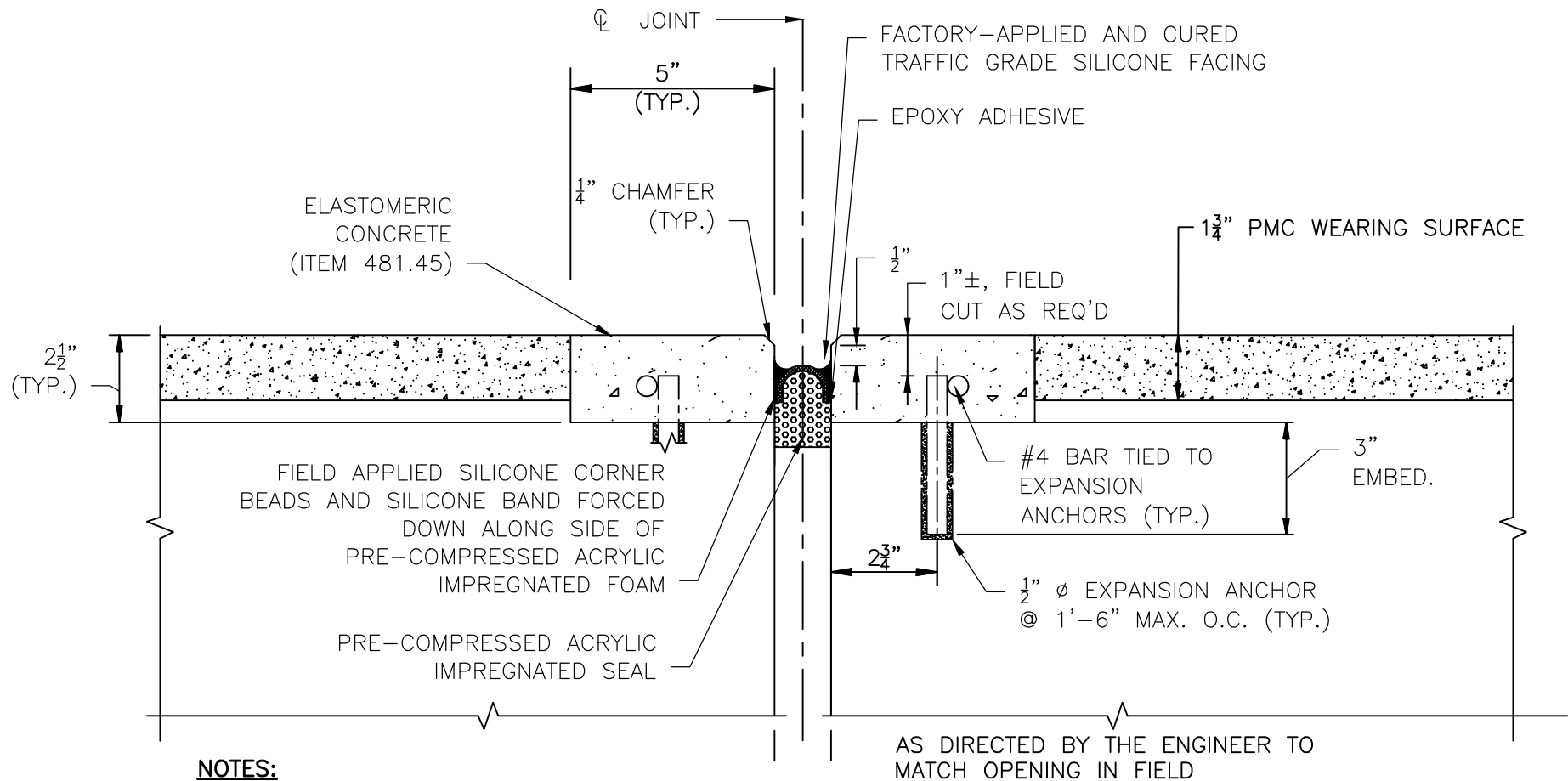
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SUBJECT: APPROACH SIDEWALK REPAIR DETAIL

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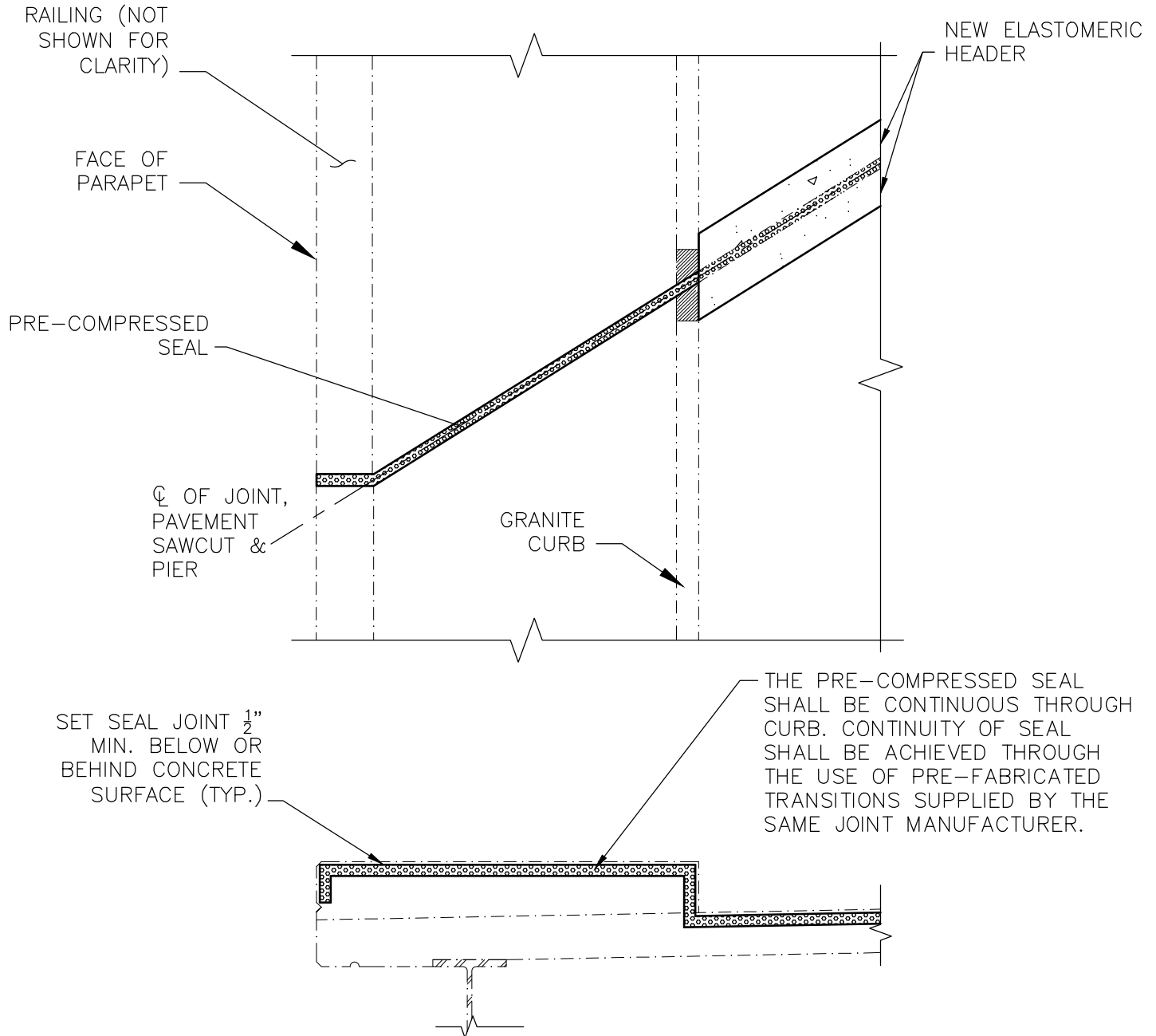
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**NOTES:**

1. THE PRE-COMPRESSED SEAL SHALL BE CONTINUOUS THROUGH THE CURB AND SIDEWALK AND BE TERMINATED AT THE EDGE OF THE EAST SIDEWALK.
2. THE BLOCKOUT FOR THE ELASTOMERIC CONCRETE SHALL BE ABRASIVE BLASTING, CLEANED WITH COMPRESSED OIL-LESS AIR, AND PRIMED WITH BONDING COMPOUND PRIOR TO CASTING ELASTOMERIC CONCRETE.
3. PRE-COMPRESSED JOINT SYSTEM TO BE PAID UNDER ITEM 973.1
4. ANCHORS SHALL BE INCIDENTAL TO ITEM 481.45.

## DETAIL OF PRE-COMPRESSED SEAL JOINT WITH ELASTOMERIC CONCRETE HEADER

NTS



# **PROPOSED PRE-COMPRESSED SEAL BRIDGE JOINT REPAIR AT SIDEWALK**

SCALE:  $\frac{1}{2}$ " = 1'-0"



**DISTRICT 6  
BRIDGE SECTION**

**PROJECT: BOSTON- BRIDGE PRESERVATION,  
B-16-053 (4T3), BROOKLINE AVENUE  
OVER I-90 & RAILROAD**

**SUBJECT: PROPOSED PRE-COMPRESSED SEAL  
BRIDGE JOINT REPAIR AT SIDEWALK**

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## PRE-COMPRESSED SEAL NOTES:

1. THE DIMENSIONS OF THE PRE-COMPRESSED SEAL SHALL BE BASED ON THE MANUFACTURER'S RECOMMENDATIONS FOR THE GIVEN JOINT OPENING AND MOVEMENT.
2. THE INSTALLATION AND SPLICING OF THE PRE-COMPRESSED SEAL SHALL FOLLOW THE MANUFACTURER'S INSTRUCTIONS.
3. THE JOINT SYSTEM INSTALLATION SHALL TAKE PLACE AFTER THE DECK REPAIR MATERIAL ADJACENT TO THE JOINT OPENING HAS SUFFICIENTLY CURED.
4. THE JOINT OPENING SHALL BE FREE OF ALL CONTAMINANTS, SUCH AS GREASE, DUST AND DIRT. PRIOR TO SEAL SYSTEM INSTALLATION, THE JOINT WALLS SHALL BE BLOWN CLEAN WITH COMPRESSED AIR AND WIPED CLEAN WITH A CLEAN WET CLOTH TO THE BOTTOM OF THE PRE-COMPRESSED SEAL MATERIAL PLUS 1" TO REMOVE ANY DUST REMAINING.
5. THE PRE-COMPRESSED SEAL SYSTEM SHALL BE CONTINUOUS THROUGH SIDEWALKS AND CURBS AS APPROPRIATE TO THE CONDITIONS AT HAND. CONTINUITY OF SEAL SHALL BE ACHIEVED THROUGH THE USE OF FACTORY-FABRICATED UNIVERSAL OR CUSTOM TRANSITIONS SUPPLIED BY THE PRE-COMPRESSED SEAL MANUFACTURER.



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PROJECT: BOSTON- BRIDGE PRESERVATION,  
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SUBJECT: PRECOMPRESSED SEAL NOTES

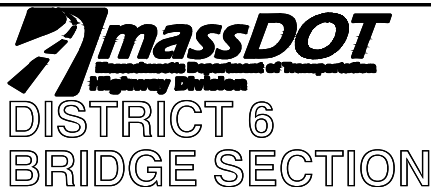
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**SUBSTRUCTURE CONCRETE REPAIR NOTES:**

1. SUBSTRUCTURE REPAIRS SHALL CONSIST OF REMOVING DETERIORATED CONCRETE, PREPARING THE REPAIR SURFACE, FORMING WHERE REQUIRED, PLACING AND FINISHING NEW CONCRETE OR CEMENTITIOUS MORTAR. THE SCOPE OF REPAIRS MAY ALSO REQUIRE APPLYING ELASTOMERIC PROTECTIVE COATING (ITEM 964.3) TO THE REPAIRED SUBSTRUCTURE UNITS. THE LIMITS FOR THE ELASTOMERIC COATING WILL BE ESTABLISHED BY THE ENGINEER AND SHOWN ON SHEET 16.
2. THE REPAIR IS DESIGNATED AS A DEEP PATCH WHEN THE EXCAVATED DEPTH TO SOUND CONCRETE EXCEEDS 2" FROM THE FACE OF THE CONCRETE OR REINFORCING STEEL IS ENCOUNTERED. ALL REPAIR AREAS SHALL BE DEEP PATCHES.
3. THE REPAIR IS DESIGNATED AS A SHALLOW DEPTH WHEN THE DEPTH OF SOUND CONCRETE IS REACHED AT OR LESS THAN 2" FROM THE FACE OF THE CONCRETE AND REINFORCING STEEL IS NOT ENCOUNTERED. SHALLOW DEPTH REPAIRS SHALL NOT BE USED ON THIS PROJECT.
4. 4000 PSI,  $\frac{3}{8}$  INCH, 660 CEMENT CONCRETE (ITEM 905) SHALL BE USED FOR ALL DEEP PATCH REPAIRS.
5. THE CONTRACTOR SHALL ESTABLISH LIMITS OF REPAIRS AT THE DIRECTION OF THE ENGINEER. THE EXTENT, LOCATION AND REPAIR TYPE (DEEP PATCH OR SHALLOW DEPTH REPAIR) ARE TO BE FIELD VERIFIED AND APPROVED BY THE ENGINEER AFTER THE CONTRACTOR HAS SOUNDED AND MARKED OUT THE REPAIR AREA. THE AREAS OF REPAIR SHALL BE MADE APPROXIMATELY RECTANGULAR WITH THE SIDES GENERALLY PERPENDICULAR TO THE SURFACE BEING REPAIRED.
6. THE DETERIORATED CONCRETE SHALL BE REMOVED AS REQUIRED TO PROVIDE GOOD SOUND CONCRETE ON WHICH NEW CONCRETE CAN BE PLACED AND SATISFACTORILY BONDED TO UNDAMAGED OR UNDISTURBED REINFORCEMENT.
7. SAW CUT ALONG NEAT LINES AROUND REPAIR AREA PRIOR TO CONCRETE EXCAVATION. USE SAW CUT DEPTH OF 1", OR AS REQUIRED TO AVOID CUTTING REINFORCING STEEL.
8. SUBSTRUCTURE REPAIR SHOULD INCLUDE THE REMOVAL OF ALL DETERIORATED, LOOSE, SPALLED, AND HOLLOW SOUNDING CONCRETE. THE DETERIORATED CONCRETE SHALL BE REMOVED FROM WITHIN THE REPAIR AREAS TO THE DEPTH OF SOUND CONCRETE. WHEN REINFORCING STEEL IS UNCOVERED, CARE SHALL BE TAKEN SO AS NOT TO DAMAGE THE STEEL OR ITS BOND TO THE SURROUNDING CONCRETE. MAXIMUM 25 LB. PNEUMATIC OR POWER HAMMERS WITH CHISEL POINTS SHALL BE USED FOR CONCRETE REMOVAL. MAXIMUM 15 LB. HAMMERS SHALL BE USED ONCE REINFORCING STEEL IS EXPOSED.
9. THE CONTRACTOR SHALL STOP REMOVING DETERIORATED CONCRETE WHEN A MAXIMUM DEPTH OF 6 INCHES IS REACHED. THE DISTRICT BRIDGE ENGINEER SHALL BE IMMEDIATELY NOTIFIED TO DETERMINE IF THE EXCAVATION CAN BE CONTINUED.



PROJECT: BOSTON— BRIDGE PRESERVATION, B-16-053 (4T3), BROOKLINE AVENUE  
OVER I-90 & RAILROAD

SUBJECT: SUBSTRUCTURE CONCRETE REPAIR NOTES

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10. IF REINFORCING STEEL IS EXPOSED THEN CLEAN BY MECHANICAL CLEANING OR HIGH PRESSURE WASHING WITH WATER THAT CONTAINS NO DETERGENTS OR BOND INHIBITING CHEMICALS. WHERE ACTIVE CORROSION HAS OCCURRED THAT WOULD INHIBIT BONDING, CLEAN STEEL USING ABRASIVE BLASTING METHODS ACCEPTABLE TO THE ENGINEER, THEN PAINT WITH A ZINC – RICH PRIMER CONFORMING TO MASSDOT STANDARD SPECIFICATION NO. M7.04.11.
11. AFTER REMOVAL AND EDGE PREPARATIONS ARE COMPLETE, REMOVE BOND INHIBITING MATERIALS (DIRT, GREASE, LOOSELY BONDED AGGREGATE) BY ABRASIVE BLASTING OR HIGH PRESSURE WATER BLASTING WITH WATER THAT CONTAINS NO DETERGENTS OR BOND INHIBITING CHEMICALS. CHECK THE CONCRETE SURFACES AFTER CLEANING TO ENSURE THAT SURFACE IS FREE FROM ADDITIONAL LOOSE AGGREGATE OR THAT ADDITIONAL DELAMINATIONS ARE NOT PRESENT.
12. EXISTING REINFORCING BARS, WHICH ARE BROKEN OR HAVE LOST 25% OR MORE OF THEIR CROSS SECTIONAL AREA, OR AS ORDERED REPAIRED BY THE ENGINEER, SHALL BE REPAIRED BY SPLICING IN NEW REINFORCING BARS OF THE SAME DIAMETER. SEE EXISTING BRIDGE PLANS FOR BAR SIZES. SPLICE LAPS ARE TO BE AT LEAST 32 BAR DIAMETERS. MISSING OR DETERIORATED REINFORCING STEEL SHALL BE REPLACED AS DIRECTED BY THE ENGINEER AND WILL BE PAID UNDER ITEM 910.1.
13. ALL SURFACES WHERE NEW CONCRETE WILL BE BONDED TO EXISTING CONCRETE SHALL BE PRE-WETTED WITH CLEAN WATER TO SATURATED SURFACE DRY (SSD) CONDITION (WITH NO STANDING WATER) IMMEDIATELY PRIOR TO THE CONCRETE PLACEMENT. IF INDICATED ON THE PLANS OR DIRECTED BY THE ENGINEER, APPLY EPOXY BONDING COMPOUND SUITABLE FOR BONDING FRESH CONCRETE TO HARDENED CONCRETE FOR LOAD BEARING APPLICATIONS TO INTERFACE BETWEEN NEW AND EXISTING CONCRETE. THE EPOXY BONDING COMPOUND SHALL CONFORM TO AASHTO M 235 TYPE V, GRADE AND CLASS SHALL BE SPECIFIED FOR EACH APPLICATION AND SHALL BE APPLIED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS, THE SPECIAL PROVISIONS, AND BE INCIDENTAL TO THE ITEM 905.
14. IN GENERAL, EPOXY BONDING COMPOUND SHALL BE USED FOR ALL SHALLOW DEPTH REPAIR AND HORIZONTAL SURFACES OF DEEP PATCH REPAIR, SUCH AS TOP EXCAVATED SURFACES OF PIER CAP AND BEAM SEAT.
15. IF EPOXY BONDING COMPOUND IS USED, THE FORMS SHALL BE INSTALLED AT LEAST ONCE PRIOR TO APPLICATION OF THE EPOXY BONDING COMPOUND IN ORDER TO ENSURE FORMS CAN BE REINSTALLED AND FILLED BEFORE THE EPOXY BONDING COMPOUND HARDENS.
16. ALL CONCRETE SURFACES ONCE CURED, SHALL BE RUBBED TO PRODUCE A SMOOTH FINISH TO MATCH EXISTING SURFACES. WET CURING IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR HIGHWAYS AND BRIDGES SECTION 901.65, SUB-SECTION A-2 WILL BE REQUIRED.



PROJECT: BOSTON– BRIDGE PRESERVATION, B-16-053 (4T3), BROOKLINE AVENUE  
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SUBJECT: SUBSTRUCTURE CONCRETE REPAIR NOTES

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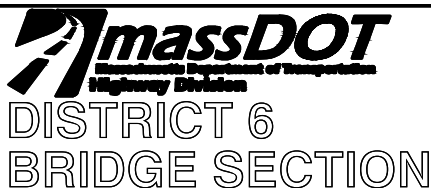
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**NOTES FOR THE CONTRACTOR:**

IF ANY OF THE FOLLOWING CONDITIONS ARE ENCOUNTERED, THE CONTRACTOR SHALL STOP REMOVING DETERIORATED CONCRETE AND IMMEDIATELY NOTIFY THE DISTRICT BRIDGE ENGINEER TO DETERMINE IF THE EXCAVATION CAN BE CONTINUED:

1. WHEN A MAXIMUM EXCAVATION DEPTH OF 6 INCHES IS REACHED IN ANY SUBSTRUCTURE REPAIR.
2. WHEN THE EXCAVATION ENCROACHES ON THE BEARING DEVICES.
3. WHEN THE COLUMN SPACING IS MORE THAN 16 FT. OR MORE THAN TWO ADJACENT BEAMS ARE SUPPORTED BY THE COLUMN BAY IN THE PIER CAP REPAIR.
4. WHEN THE PIER CAP OVERHANG, (MEASURING FROM THE FACE OF THE COLUMN), IS MORE THAN 4 FT. AND/OR THE BEARING DEVICES ARE WITHIN THE OUTER HALF OF THE OVERHANG IN THE PIER END CAP REPAIR.



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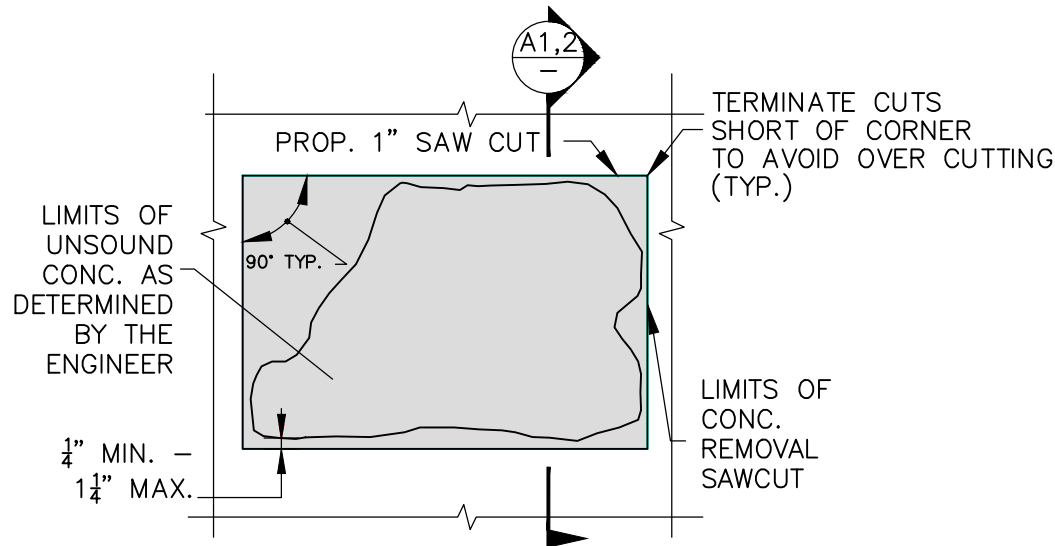
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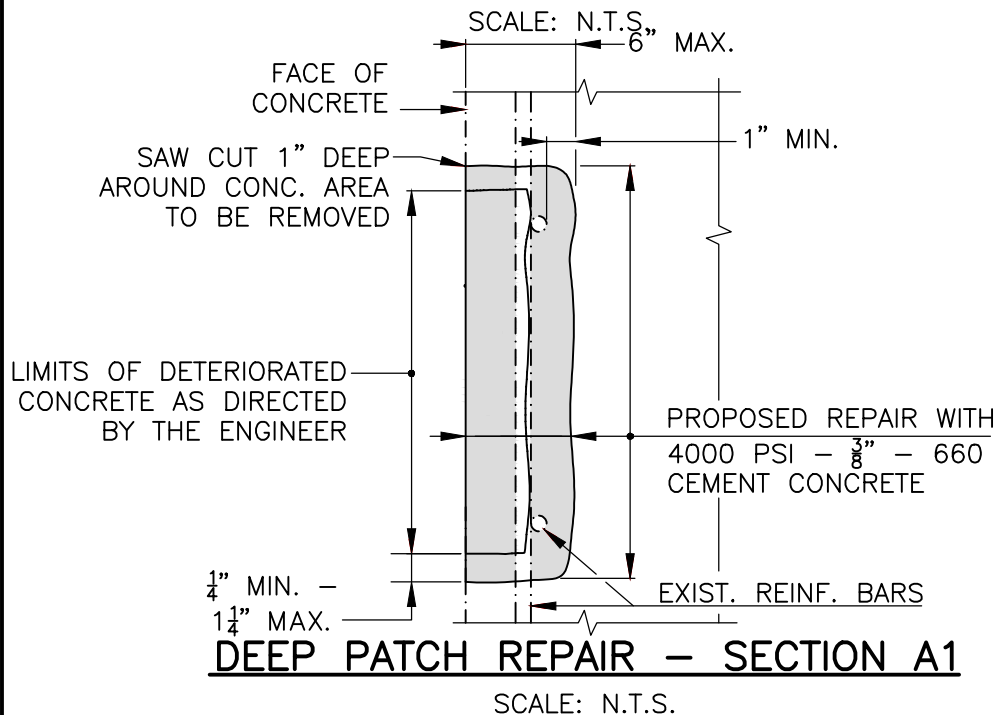
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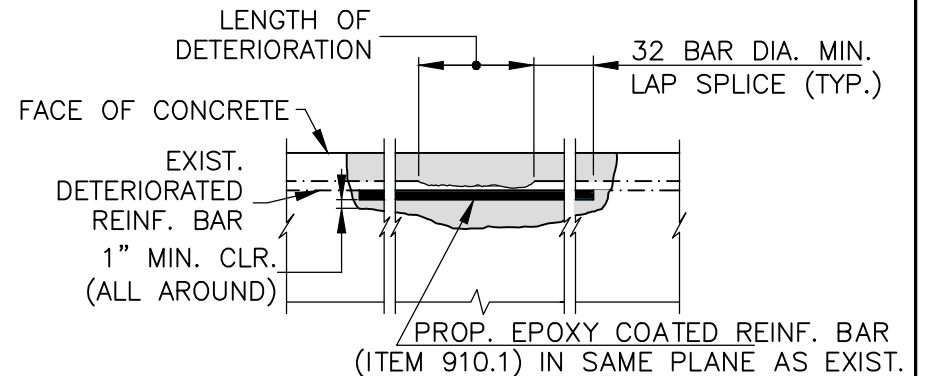


**TYPICAL CONCRETE REPAIR — PLAN VIEW**



**DEEP PATCH REPAIR — SECTION A1**

SCALE: N.T.S.



**DETERIORATED REINFORCING BAR REPAIR  
SECTION A2**

SCALE: N.T.S.

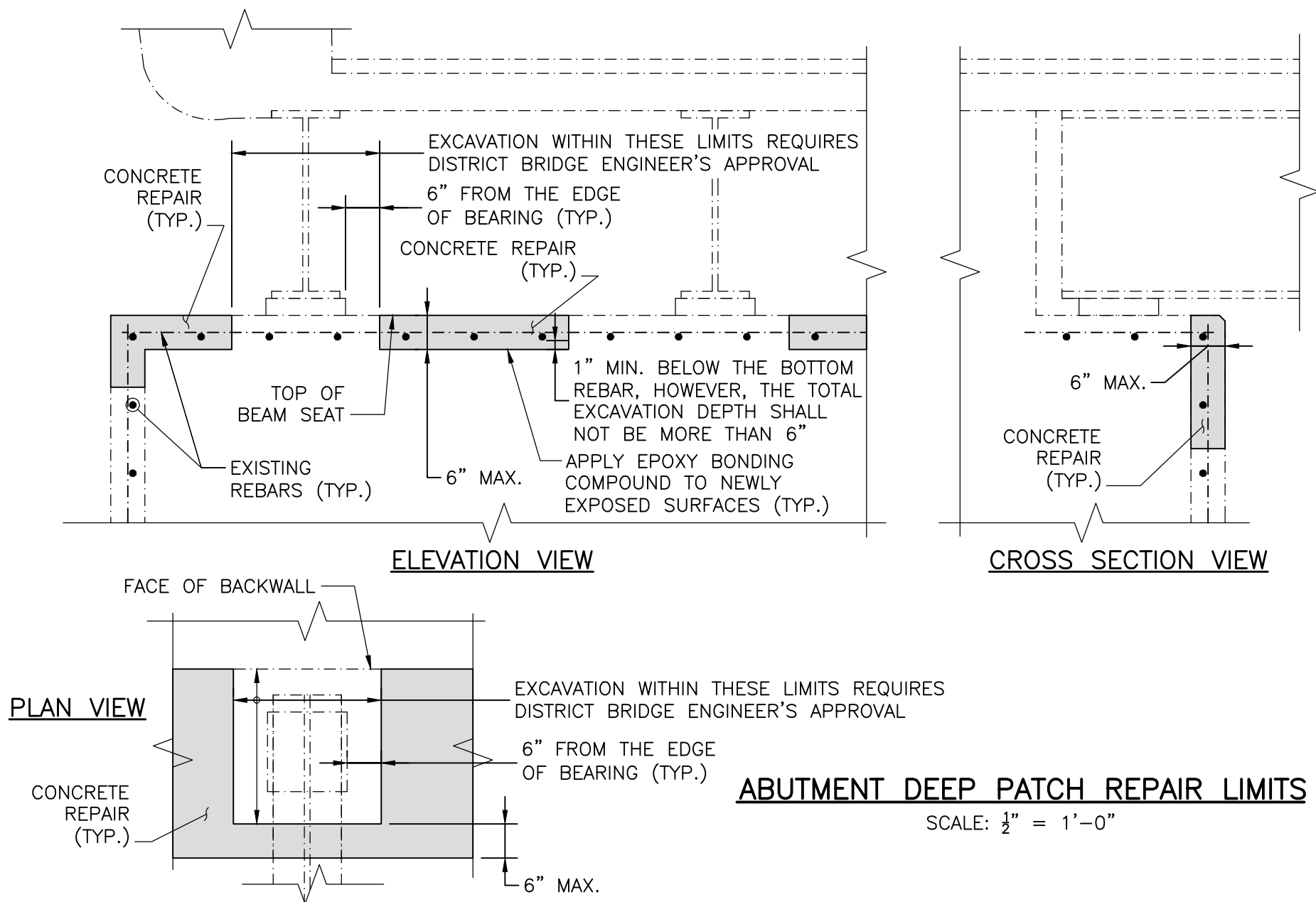


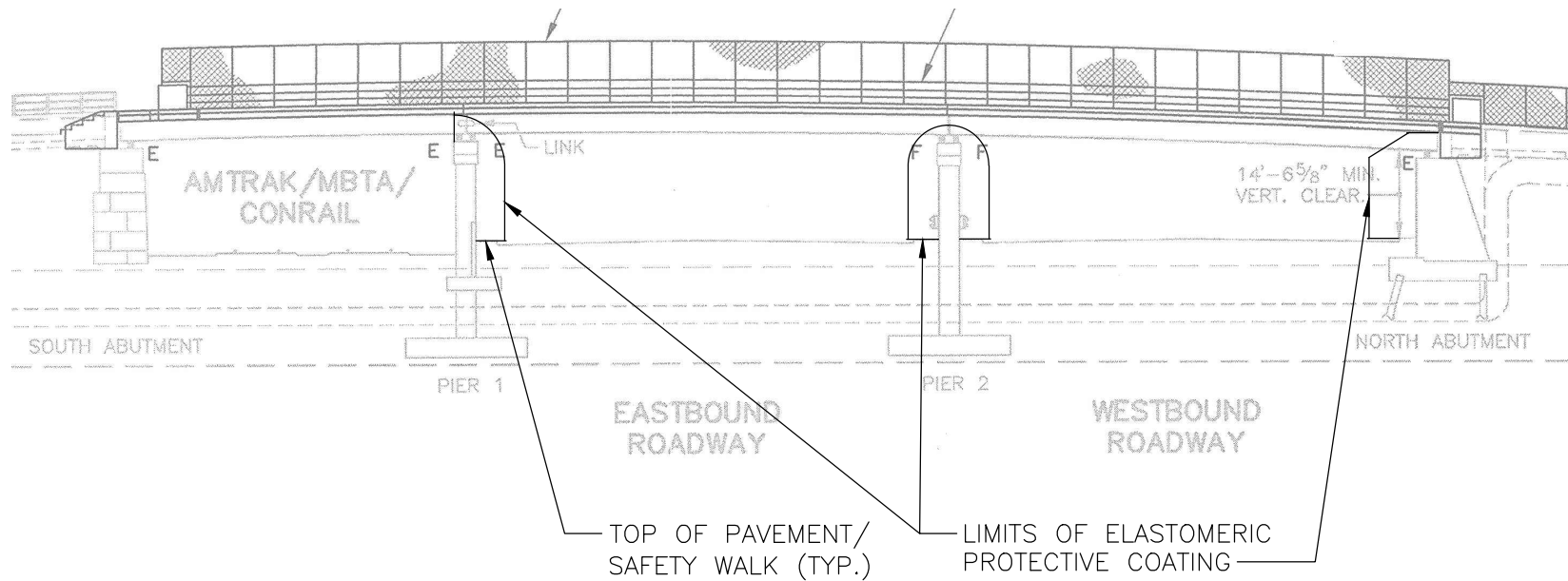
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BRIDGE SECTION**

PROJECT: BOSTON— BRIDGE PRESERVATION, B-16-053 (4T3), BROOKLINE AVENUE  
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SUBJECT: DEEP PATCH REPAIR DETAILS

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NOTE: THE LIMITS OF ELASTOMERIC PROTECTIVE COATING SHALL INCLUDE THE BRIDGE SEATS, PEDESTALS, BACKWALL, AND BREAST/PIER WALL.  
ALL FACES OF PIER 1 SHALL BE COATED EXCEPT THE SIDE THAT FACES THE RAILROAD

### LIMITS OF ELASTOMERIC PROTECTIVE COATING

SCALE: N.T.S.



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